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AMENDMENTS TO THE CLAIMS

1. **(Previously Presented)** An engine comprising an engine body including a plurality of combustion chambers and an air induction system for supplying air to the combustion chambers, the air induction system comprising a support member defining at least one flow passage, a flow control device supported by the support member and communicating with the flow passage so as to regulate an amount of air flow through the flow passage, and at least two runners, the runners positioned on opposite sides of the engine body from each other and being in fluid communicating with at least one corresponding combustion chamber and with the flow passage of the support member, one end of each runner being supported by the support member and the other end of each runner being supported by the engine body, the flow passage being positioned to deliver air flow from the flow control device to the ends of the runners supported by the support member.

2. **(Previously Presented)** The engine of Claim 1, wherein the runners are attached to the engine body.

3. **(Previously Presented)** The engine of Claim 2, wherein the engine body includes a cylinder head that defines an intake passage that selectively communicates with at least one of the combustion chambers, and one of the runners is connected to the cylinder head in a manner placing the runner in fluid communication with the intake passage.

4. **(Previously Presented)** The engine of Claim 1 additionally comprising a plenum chamber housing defining a plenum chamber and being disposed between the support member and one of the runners.

5. **(Original)** The engine of Claim 4, wherein the plenum chamber is attached to the support member such that at least a portion of the air flow from the flow passage flows into the plenum chamber.

6. **(Previously Presented)** The engine of Claim 5, wherein said one of the runners is attached to the plenum chamber housing.

7. **(Original)** The engine of Claim 1 additionally comprising an air silencer arranged to supply air to the flow control device.

8. **(Original)** The engine of Claim 7, wherein the engine body includes a crankcase member to which the support member is attached and the air silencer is disposed at least in part above the crankcase member.

9. **(Original)** The engine of Claim 7 additionally comprising an air intake conduit connected to the air silencer, the air intake conduit including an inlet that is disposed near a lower side of the engine body.

10. **(Original)** The engine of Claim 1, wherein the engine body includes a crankcase member to which the support member is attached.

11. **(Previously Presented)** The engine of Claim 1 additionally comprising a plurality of runners and a plurality of combustion chambers, at least one runner communicating with each combustion chamber.

12. **(Original)** The engine of Claim 11, wherein each of the runners communicates with a plenum chamber disposed between the support member and the runners.

13. **(Original)** The engine of Claim 12, wherein the support member supports the plenum chamber on the engine body.

14. **(Previously Presented)** The engine of Claim 1, wherein the runners extend next to the engine body such that the engine body can be disposed within an engine cowling.

15. **(Original)** The engine of Claim 1, wherein the flow control device includes a rotatable throttle valve.

16. **(Currently Amended)** An engine comprising an engine body including at least one cylinder that has a cylinder axis and that defines in part a combustion chamber, and an air intake system including an air silencer having an air intake port, a throttle body in communication with the air silencer, at least one induction air passage extending along a side of the engine body generally next to the at least one cylinder and substantially parallel with the cylinder axis, and an induction air support member, the induction air support member connected to and providing fluid communication between the air silencer and the induction air passage, the induction air support member being attached to the engine body and supporting the throttle body.

17. **(Original)** The engine of Claim 16, wherein the induction air support member also supports, at least in part, the air silencer on the engine.

18. **(Original)** The engine of Claim 16, wherein the induction air support member also supports at least one end of the induction air passage.

19. **(Previously Presented)** An engine comprising an engine body including at least one combustion chamber, and an air intake system including an air silencer having an air intake port, a throttle body in communication with the air silencer, at least one induction air passage, and an induction air support member, the induction air support member connected to and providing fluid communication between the air silencer and the induction air passage, the induction air support member being attached to the engine body and supporting the throttle body, wherein the engine body comprises two cylinder banks arranged in a V-shape and the air induction system comprises at least two induction air passages, each induction air passage being positioned on either side of the V-shaped engine body.

20. **(Previously Presented)** The engine of Claim 19, wherein the induction air support member provides fluid communication between the induction air passages and the air silencer.

21. **(Original)** The engine of Claim 20, wherein the engine includes a throttle valve housing positioned between and in fluid communication with both the air silencer and the induction air support member.

22. **(Original)** The engine of Claim 21, wherein the throttle valve housing is mounted to and supported by the induction air support member.

23. **(Original)** The engine of Claim 19, wherein the air intake system further comprises a plurality of plenum chambers, at least one plenum chamber being disposed between each induction air passage and the induction air support member.

24. **(Original)** Then engine of Claim 23, wherein the induction air support member supports each of the plenum chambers.

25. **(Original)** The engine of Claim 16, wherein the engine is a marine engine.

26. **(Previously Presented)** The engine of Claim 16, further comprising a second air induction passage, the engine body being interposed between and surrounded by the air induction passages.

27. **(Previously Presented)** The engine of Claim 1, wherein the engine body comprises two cylinder banks arranged in a V-shape.

28. (New) The engine of Claim 16, wherein the at least one induction air passage is in communication with only one combustion chamber.

29. (New) The engine of Claim 16, wherein the air intake system comprises at least two runners positioned on opposite sides of the engine body from each other, each runner being in fluid communication with a corresponding combustion chamber of the engine, and the runners define the at least one induction air passage.

30. (New) An engine comprising an engine body including a plurality of combustion chambers, at least one cylinder defining in part one of the combustion chambers, and an air intake system including an air silencer having an air intake port, a throttle body in communication with the air silencer, and at least one induction air passage extending along a side of the engine body generally next to the at least one cylinder and being in communication with only one combustion chamber, and an induction air support member, the induction air support member connected to and providing fluid communication between the air silencer and the induction air passage, the induction air support member being attached to the engine body and supporting the throttle body.

31. (New) The engine of Claim 30, wherein the air intake system comprises at least two runners positioned on opposite sides of the engine body from each other, each runner being in fluid communication with a corresponding combustion chamber and defining an induction air passage.